

"Too Hot To Cook?" Phone 83

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READY COOKED LUNCHEON
LOAF BOILED HAM
MINCED HAM AND SAUSAGE
7 VARIETIES OF CHEESE
CHOICE CANTELOUPES
MELONS
FRESH TOMATOES
JAMALADE
CREAMED CHICKEN
and
BREAD THAT CAN'T BE BEAT

From The

White House Grocery Phone 83

BOUGHT SHORT & HAYNES GRAIN COMPANY

A deal was closed recently where by E. C. Morton, of Muskogee, member of the cotton firm of Canterbury & Morton, bought the gin business and plant of Short & Haynes Grain Company of this place. Mr. Morton is putting in an entire new plant and buildings, and his investment will amount to \$10,000. Mr. Morton has also bought 200 acres of fine land north of town and will probably move to this city in the near future. Messrs. Short and Haynes still retain their grain business.

QUICK THIEF CATCHING

Quick work by the sheriff's office landed Earnest Moore, charged with horse-theft, in the county jail last Monday morning. According to the officers, Ira Washington missed a

valuable horse Sunday afternoon at about 4 o'clock. He began a search, but failed to locate the animal. At 3 a. m. he got in communication with the sheriff's force and at 5 o'clock the man was captured at Achille. Moore had been working around the Twelve Mile Prairie for several weeks past.

HAGOOD GAVE UP ARMY POST

Dr. A. S. Hagood, who left here early in the week to accept the position of army surgeon with the State militia, with the rank of captain, has returned home, having decided that after more thorough investigation not to accept the post tendered by Governor Williams. The position was tendered ten days ago, and rejected by Dr. Hagood. Later he was persuaded to accept and got as far as to report at headquarters, when he found that the work would not be to his liking.

CORRESPONDENT MEMBER OF THE NEGRO MILITIA

Young Lady of Durant Learns to Her Horror and Chagrin That She Has Been Corresponding With a Negro Member of Northern Militia.

The old warning, oft repeated and rather time-worn, but nevertheless true, that a young girl (or any other, for that matter) cannot be too careful as to her associates and her correspondents, has been proven very conclusively to at least one Durant girl.

All of us know how the boys passing through on the troop trains, would drop off little slips of paper containing their names and addresses, in the hope that some young lady might pick them up and through a sympathetic motive write to them later at their posts and thus form a rather harmless and interesting diversion in their prosaic camp life.

Many of the young ladies of the city of Durant, as well as those of other cities through which these trains have passed, have written to soldier boys, without harm to either, and with probable benefit and solace to at least the one on the other end of the line.

Recently, or about a week ago, a gang of ruffian Illinois militiamen stationed in a Texas city, made an assault upon a white citizen of that community, and were rather roughly disciplined by the regulars of the army. The affair was enlarged upon by the press and the name of the company, the fact that they were members of the negro portion of an Illinois regiment, and other details, were read with avidity by many, and viewed with consternation by one young lady of this city.

The soldier boy to whom she had written one letter, and from whom she had received a well-worded and polite response, was a member of the negro company mentioned in the article in the newspaper report.

Perhaps the rest may be imagined. The young lady is not in the habit of entering into any rhapsodies in her correspondence, and is not of the sort who would be likely to write anything but a very decorous missive. But the fact that she has written to an "off-color" member of the military arm of the government has caused her some embarrassment and her relatives say it is not good judgment to say anything about the matter in her presence.

It is said that the young lady, or a friend, picked up the slip of paper containing the address on the depot grounds and did not know what sort of a troop train it had been dropped from.

STOWERS BOUND OVER UNDER A \$2,000 BOND

Charged With Manslaughter as the Result of the Death of Claude Smith, Who Died From Wounds Received at Dance June 8th.

In Justice Shannon's court Thursday, Cecil Stowers, 17-year-old son of Jim Stowers, was bound over to await the action of the district court on a charge of manslaughter, as a result of the killing of Claude Smith. Young Stowers' bond was fixed by Judge Shannon at \$2,000, which he furnished and was released.

On the night of June 8th, a dance was held at the home of Lige West, at Yarnaby. Several of the young men had been drinking at the time, it is said, and during a drunken row that followed Smith was wounded by a pistol bullet, alleged to have been fired by young Stowers. It was not thought that Smith was fatally wounded, but he died suddenly about thirty days later. Stowers had been arrested for an assault to kill, but when Smith died the charge was changed to murder, and the examining trial in Justice Shannon's court resulted in a charge of manslaughter. Uterback & MacDonald appeared as counsel for the defendant, while Attorneys Hayes and McIntosh assisted in the prosecution of the case.

LAND FOR SALE CHEAP

One hundred acres of land, two and three quarters of a mile north of Durant city limits. Will sell cheap if taken at once. For particulars, D. No. 2, Box 110, Durant, Oklahoma write us or see L. S. Renegar, R.F. ma. w21tf

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regret! You'll feel like your smoke past has been wasted and will be sorry you cannot back up for a fresh start.

You swing on this say-so like it was a tip to a thousand-dollar bill! It's worth that in happiness and contentment to you, to every man who knows what can be gotten out of a chummy jimmy pipe or a makin's cigarette with Prince Albert for "packing"!



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\$85,000,000.00 FOR GOOD ROADS

Recent Federal Legislation Provides For System of Improved Highways.—How the Various States May Secure the Funds.

The sum of \$85,000,000 of federal funds is made available for the construction of rural roads by the passage of the Federal aid road bill, which became a law on July 11, 1916. Of this sum, \$75,000,000 is to be expended for the construction of rural post roads under co-operative arrangements with the highway departments of the various States, and \$10,000,000 is to be expended for roads and trails within or partly within the national forests. The act limits the Federal government's share in road work in co-operation with the States to 50 per cent of the estimated cost of construction. Federal aid may be extended to the construction of any rural post road, excluding all streets or roads in the towns having a population of 2,500 or more, except the portions of such streets or roads on which the houses are, on an average, more than 200 feet apart.

Five million dollars is made available for expenditure during the fiscal year ending June 30th, 1917, and thereafter the appropriation is increased at the rate of five millions a year until 1921, when the sum provided is twenty-five millions, making a total of seventy-five millions. In addition, an appropriation of \$1,000,000 a year for ten years—a total of \$10,000,000—is made available for the development of roads and trails wholly or partly within the national forests.

The class of roads to be built and the method of construction are to be mutually agreed upon by the Secretary of Agriculture and the State highway departments. Appropriation of Funds Among the States. The act provides that after making necessary deductions for administering its provisions—not to exceed 3 per cent of the appropriation for any one fiscal year—the Secretary of Agriculture shall apportion the remainder of each year's appropriation in the following manner:

One-third in the ratio which the area of each State bears to the total area of all the States.
One third in the ratio which the population of each State bears to the total population of all the States.
One-third in the ratio which the mileage of rural delivery routes in each State bears to the total mileage of rural delivery routes and star routes in all the States.

Estimates of Funds Needed for Projects. Project statements setting forth the proposed construction of any rural post road or roads in a State are to be submitted by the State highway department to the Secretary of Agriculture and upon approval by the Secretary all necessary surveys, and plans, specifications and estimates,

must be furnished. The roads projected must be of a substantial character, and items covering engineering, inspection, and unforeseen contingencies are not to exceed 10 per cent of the total estimated cost of the work.

Upon completion of the work so approved by the Secretary, the amount set aside for the project is to be paid to the proper State official. The Secretary of Agriculture is given authority, in his discretion, to make partial payments as the work progresses, but not in excess of the Federal government's pro rata share of the labor and material which have been actually put into construction work, nor in excess of \$10,000 per mile, exclusive of the cost of bridges of more than 20 feet clear span. All construction work is subject to the inspection and approval of the Secretary of Agriculture.

States Charged With Maintenance. The various States securing aid under the provisions of the act are charged with the making of needed repairs and the preservation of a reasonably smooth surface, considering the type of the road, but are not obligated to make extraordinary repairs or undertake reconstruction. If, after due notice, a State fails to maintain a Federally aided road and properly, the Secretary is required to refuse further aid until the road has been properly repaired at State expense.

\$10,000,000 for Roads and Trails in the National Forests.

The sum of \$10,000,000 is made available in yearly appropriations of \$1,000,000 for the co-operative construction and maintenance of roads and trails within or partly within the national forests by the United States and the States and Territories, or the counties in which the forests lie. Expenditures for this purpose are not to exceed 10 per cent of the value of the timber and forage resources available for income upon the national forests where the roads or trails are constructed. Beginning with the next fiscal year after an agreement is made between the Secretary of Agriculture and a State, Territory, or county, for the co-operative construction of such roads, 10 per cent of all

revenues from such forests are to be applied toward reimbursing the United States Government for funds expended in road work until the whole amount advanced shall have been returned.

Purpose of Road Building in the Forests.

Development of the lands that have already been opened to entry or actually patented. The mere private ownership of land does not insure successful use of it. In Oregon and Washington alone there are about 3,000,000 acres of logged-off land, much of it agricultural in character, now lying idle. In this condition speculative holdings of the land for higher prices plays a large part. Another cause is the lack of transportation facilities. A settler may clear land and raise crops upon it, but he is helpless if he cannot market them. There are great areas of fertile land unused on that account. In many sections near the national forests pioneer conditions still exist. The population is small, and the task of road-building is beyond the means of the residents. There is little or no demand for timber, and the receipts from the forests which go to the community are small. The fact that the public property is not subject to taxation makes such communities feel, and very justly, that the forests are not contributing enough to local development.

"This situation should be changed. Assistance should be given in the building of roads to bring into productive use the resources of such regions. Therefore, the suggestion contained in the last annual report is repeated, that upon a showing of public necessity appropriations be made for specific roads and similar improvements, to be charged against the State's future share of receipts from the forests. Such action would promote the local development of agriculture and other resources.

"To secure the maximum use of the lands still remaining in Federal ownership, further legislation is needed. There must be a constructive program which will promote development and safeguard public interests. The aim should be to make these properties more useful, available to greater numbers, and effective instrumental in building up industries.

FARM.—In East Texas half way between Longview and Gilmer, to trade for town or country property; 50 acres in cultivation, 52 acres in good bottom pasture, watered with springs; no incumbrance. H. H. Loden. 30-2t

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